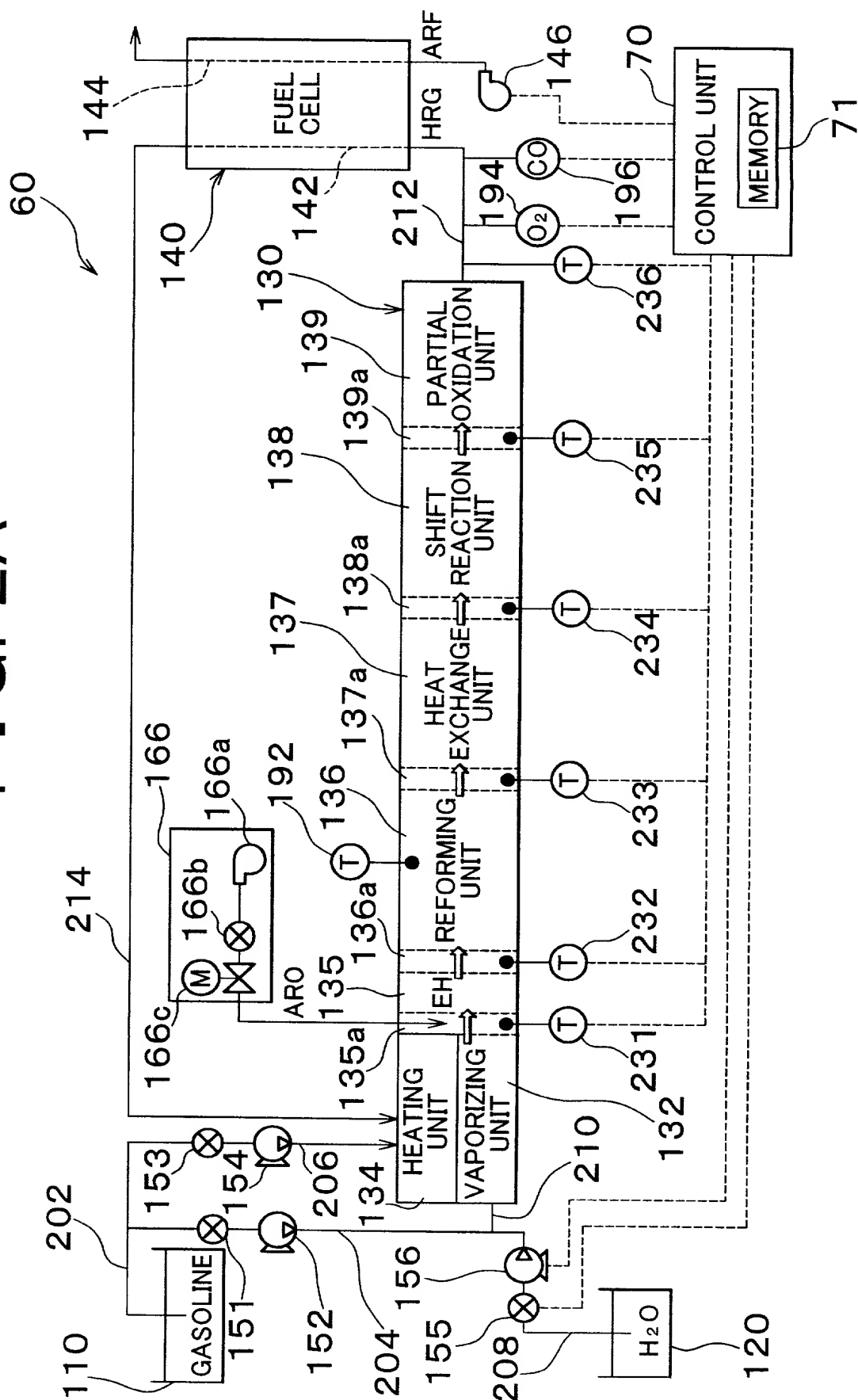


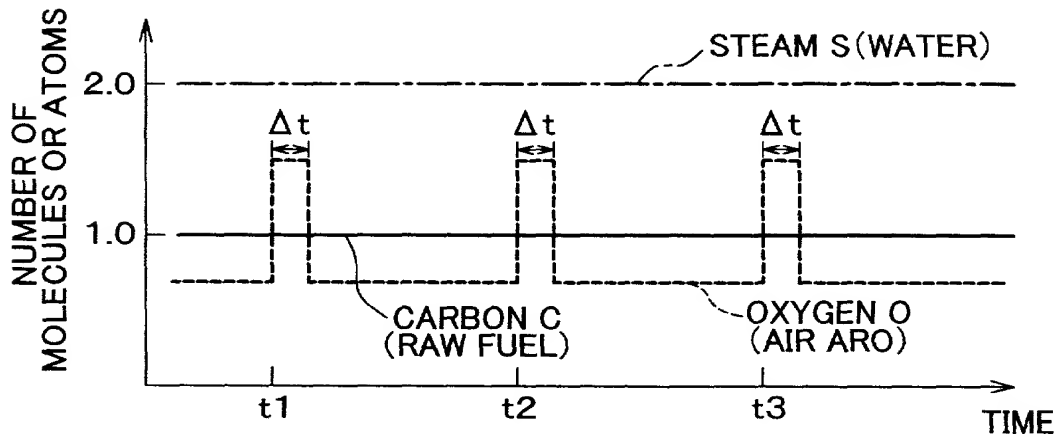


# FIG. 2A

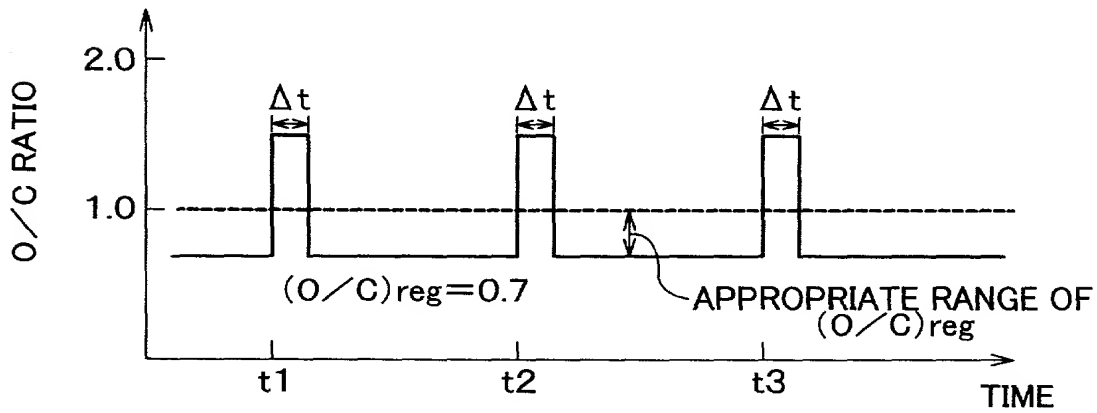


# FIG. 3A

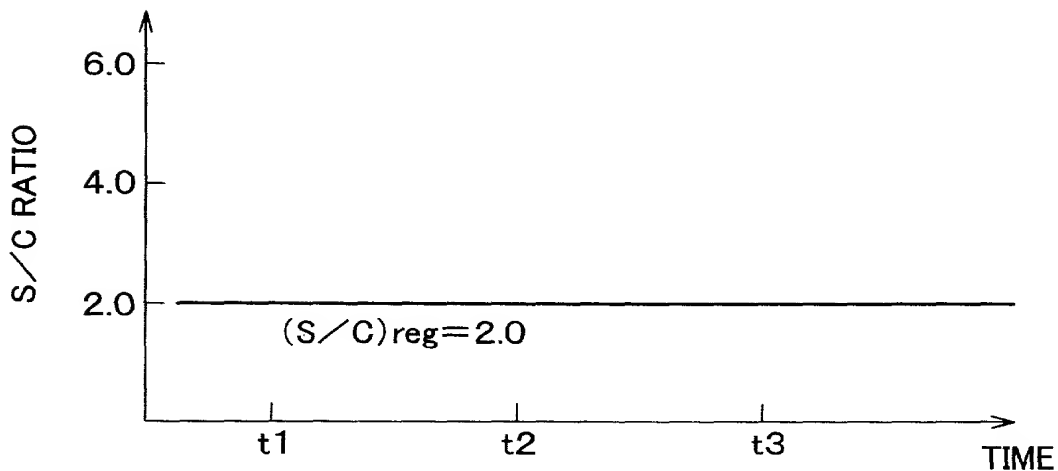
CARBON REMOVAL MODE OPERATION  
(FIRST EXAMPLE)



# FIG. 3B

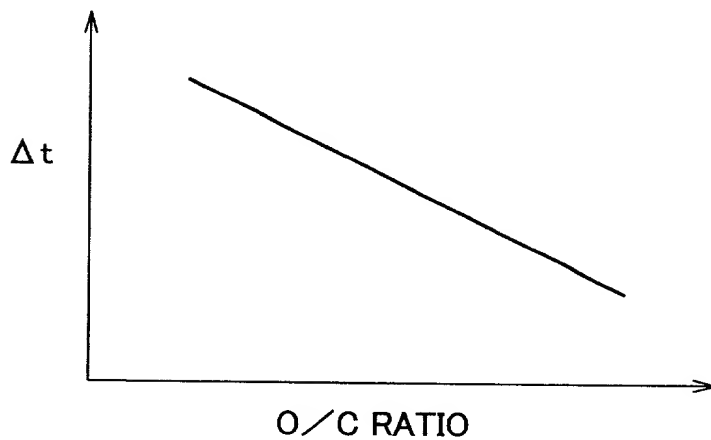


# FIG. 3C



# FIG. 4

RELATIONSHIP BETWEEN CARBON  
REMOVAL PERIOD  $\Delta t$  AND O/C RATIO



# FIG. 5

RELATIONSHIP BETWEEN CATALYST  
TEMPERATURE  $T_{cat}$  AND O/C RATIO

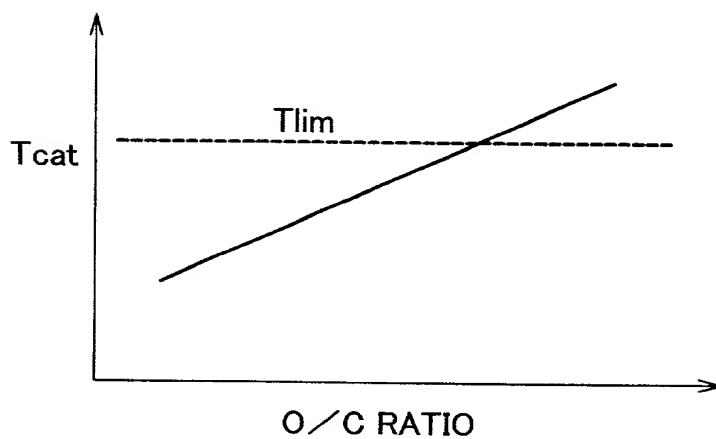
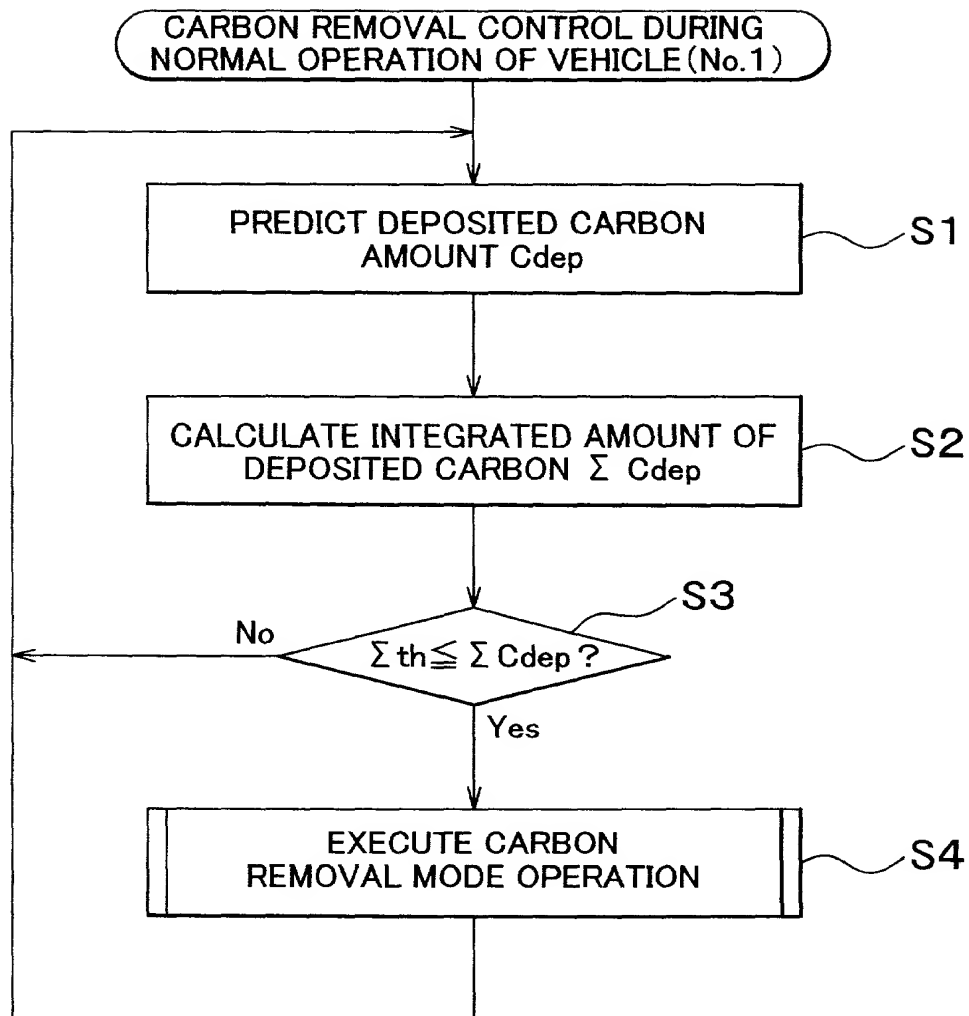
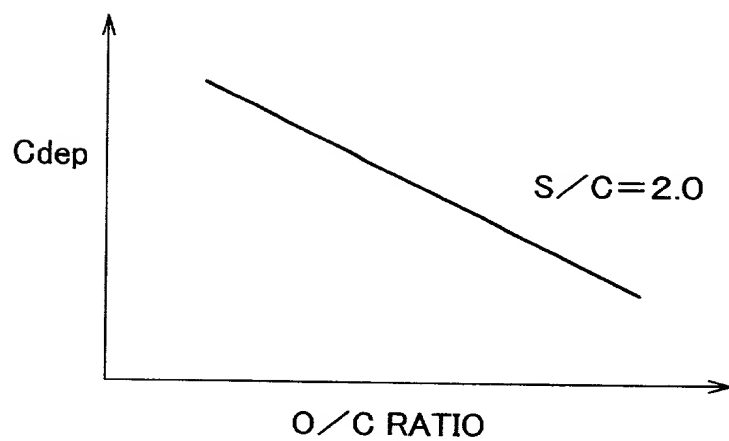


FIG. 6

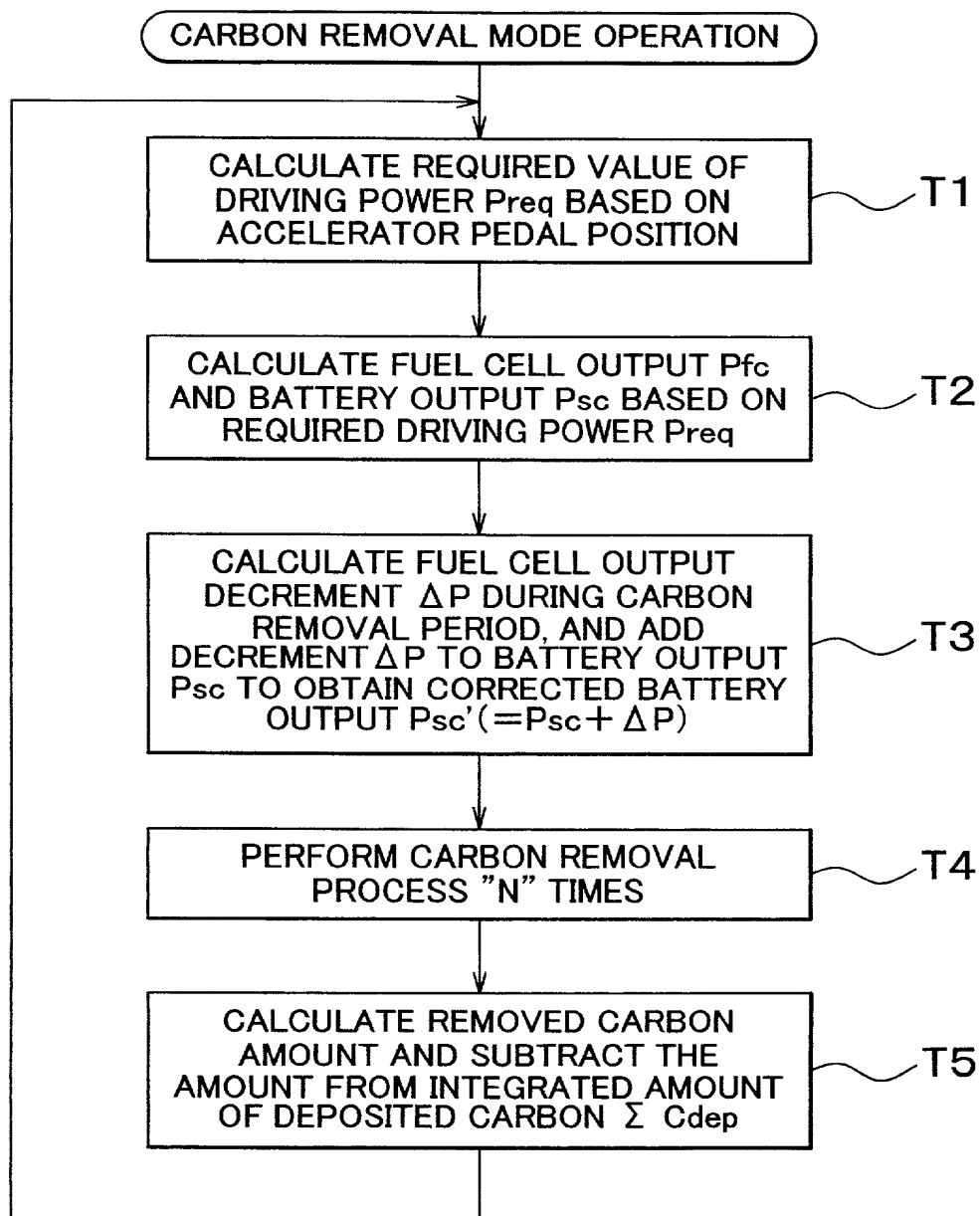


# FIG. 7

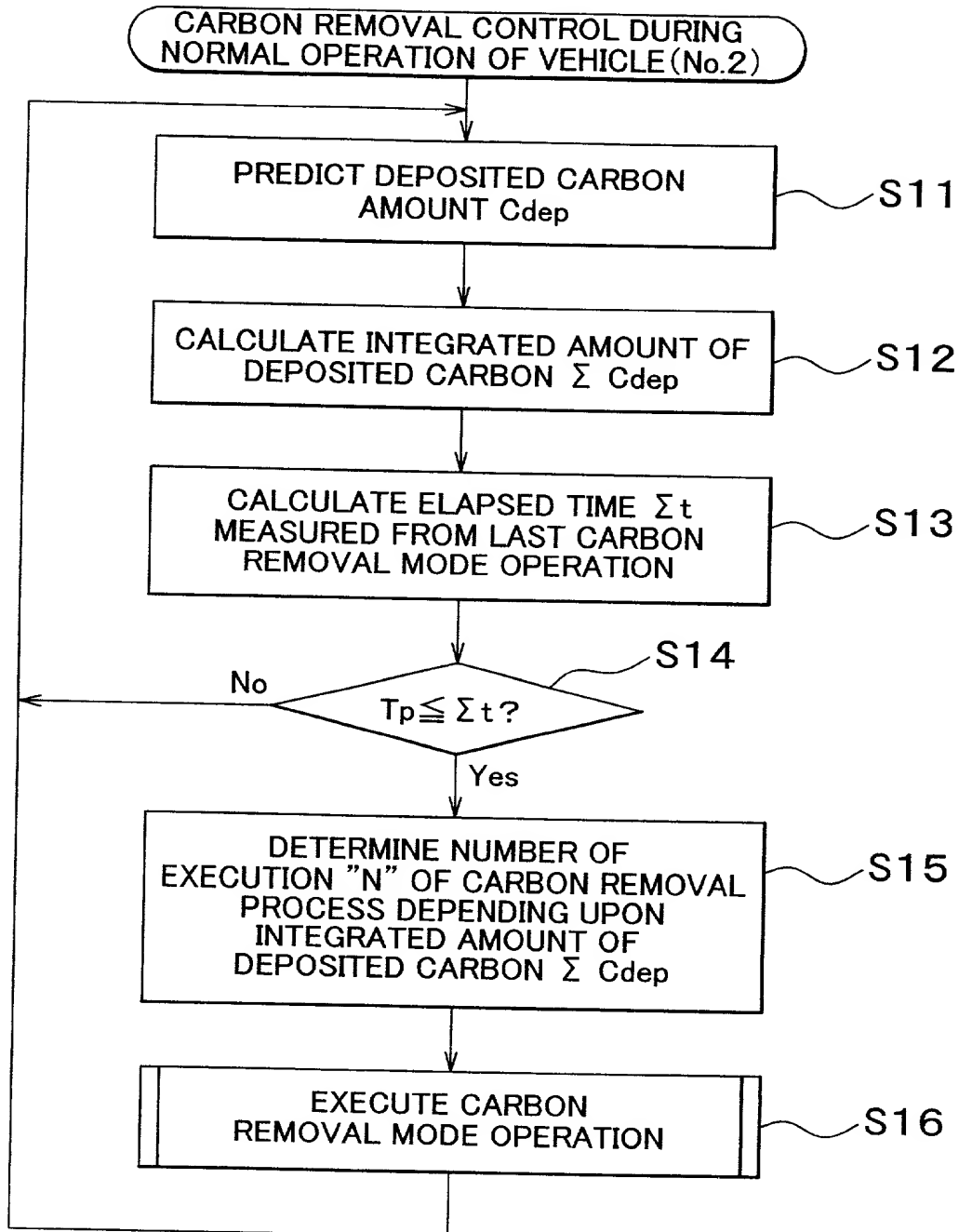
PREDICTED VALUES OF  
DEPOSITED CARBON AMOUNT  $C_{dep}$  PER UNIT TIME



# FIG. 8



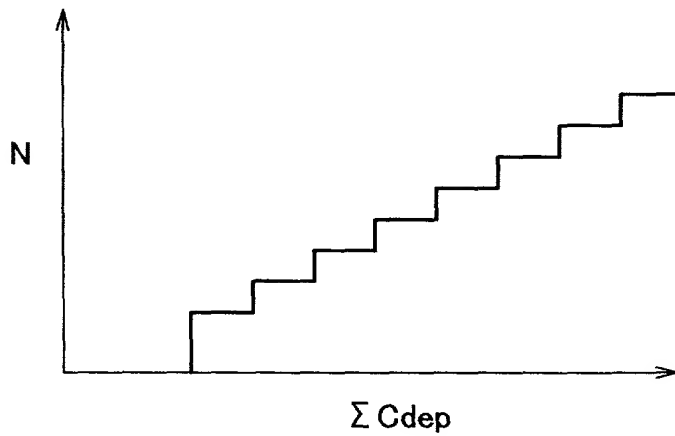
# FIG. 9



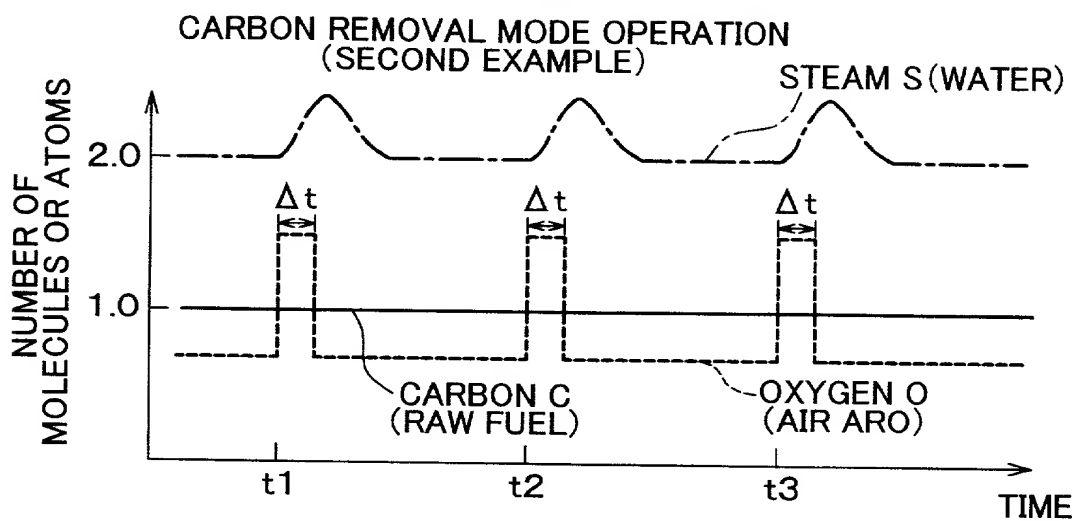


## FIG. 10

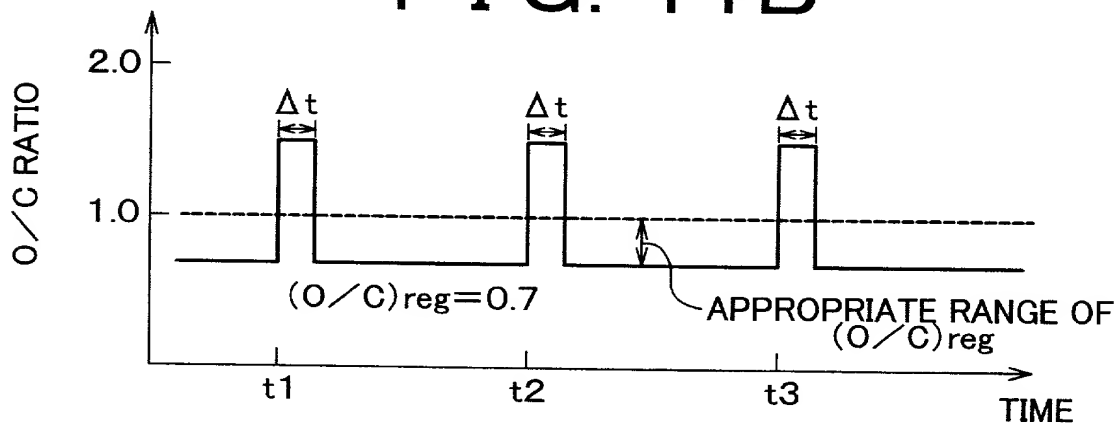
INTEGRATED AMOUNT OF DEPOSITED CARBON  $\Sigma C_{dep}$   
AND NUMBER OF EXECUTION "N" OF CARBON REMOVAL PROCESS



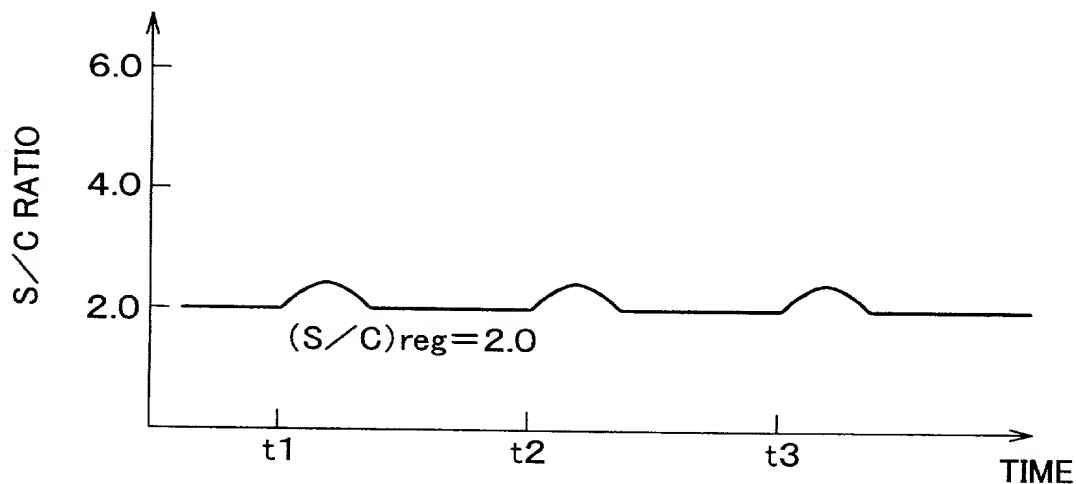
# FIG. 11A



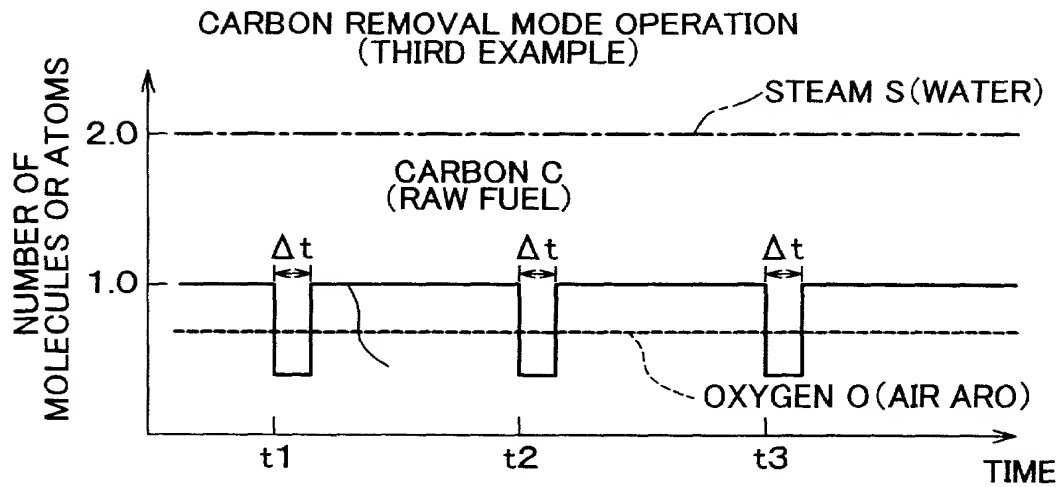
# FIG. 11B



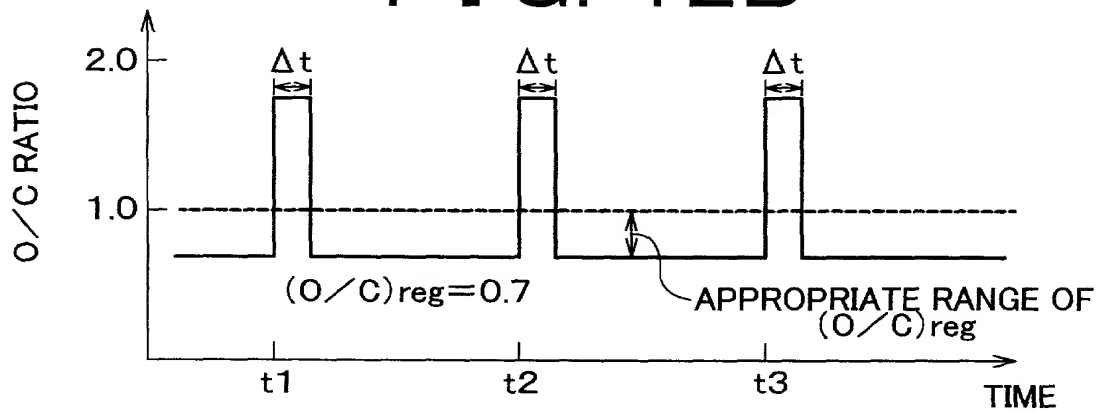
# FIG. 11C



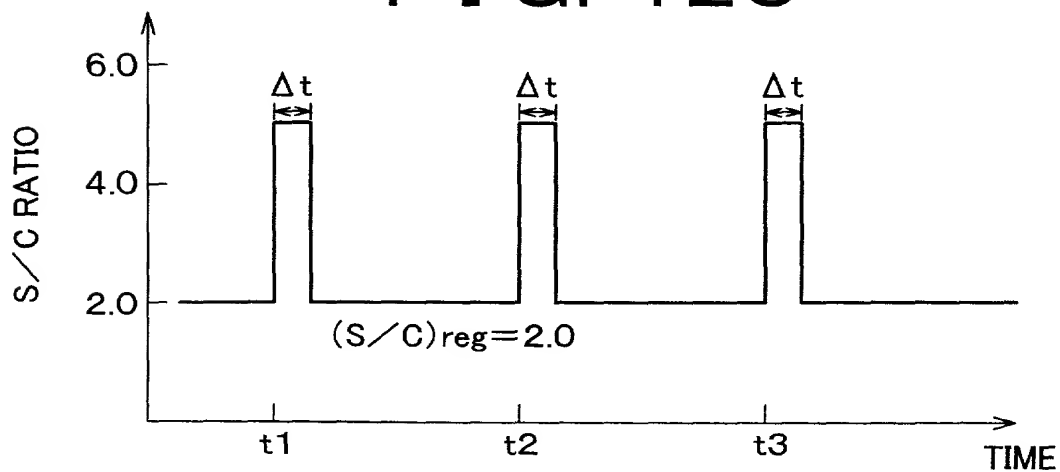
# FIG. 12A



# FIG. 12B

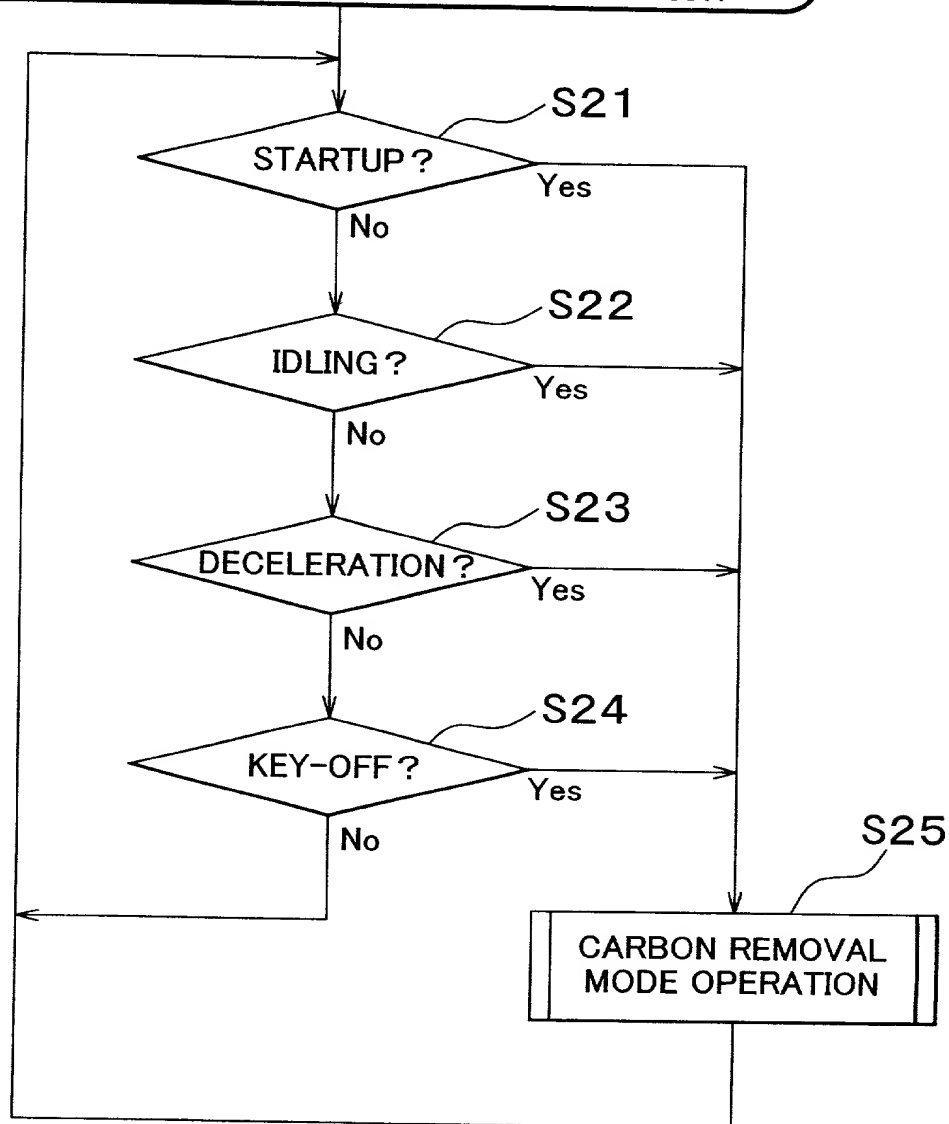


# FIG. 12C



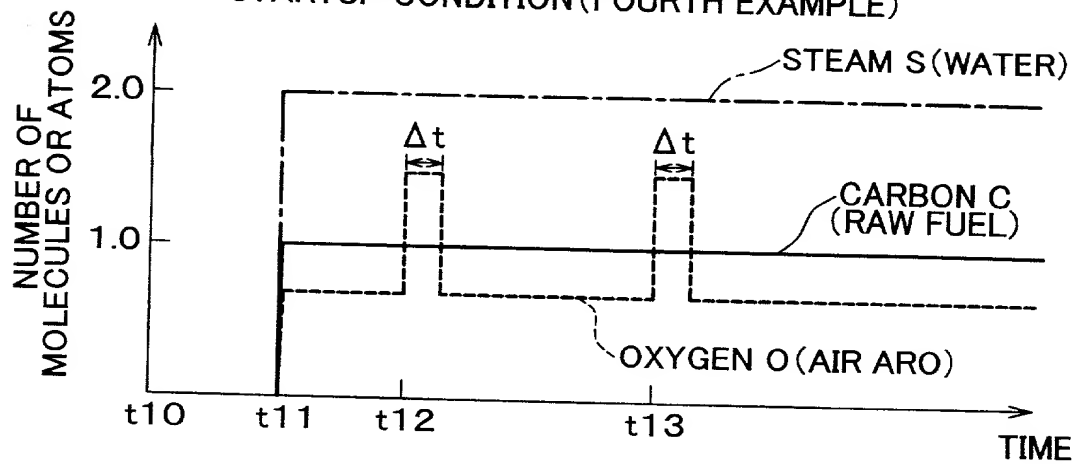
# FIG. 13

EXECUTION OF CARBON REMOVAL MODE OPERATION  
DEPENDING UPON VEHICLE DRIVING CONDITION

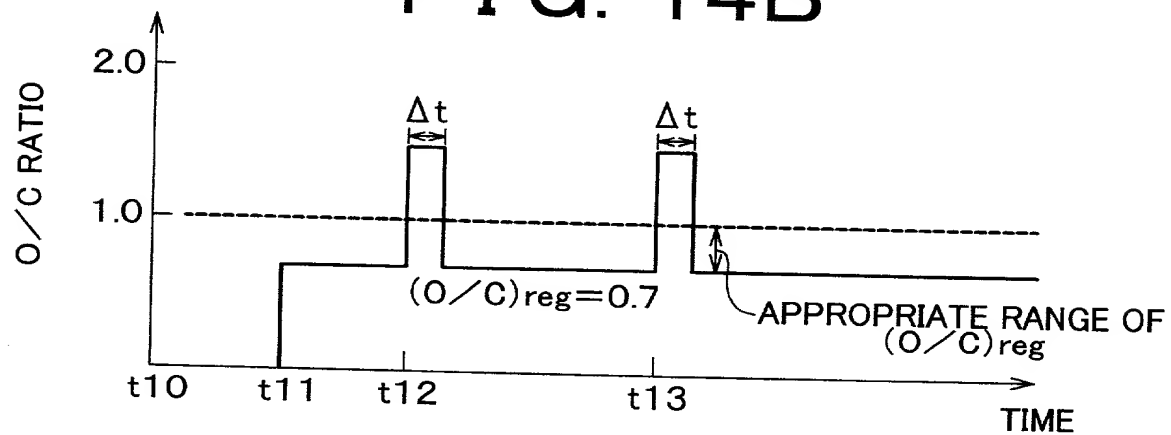


# FIG. 14A

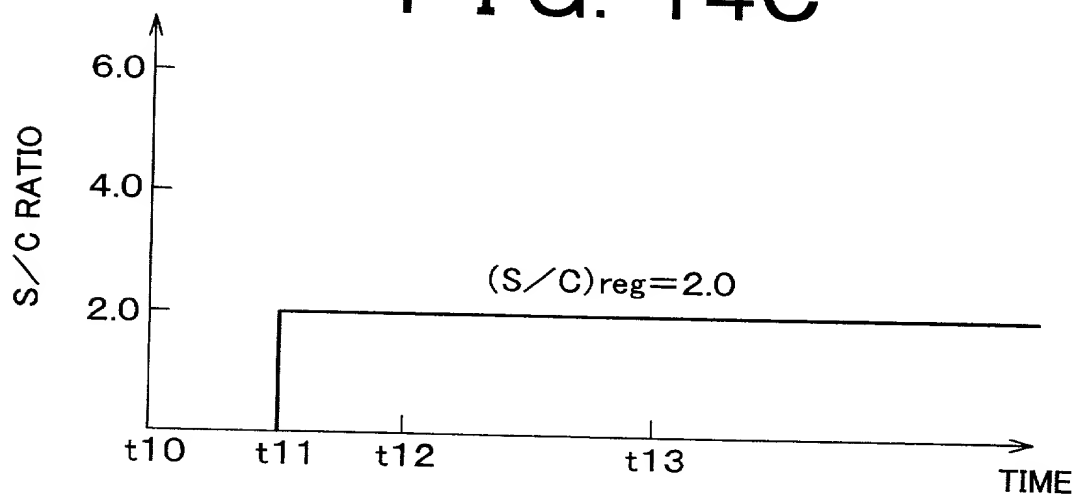
CARBON REMOVAL MODE OPERATION FOR  
STARTUP CONDITION (FOURTH EXAMPLE)



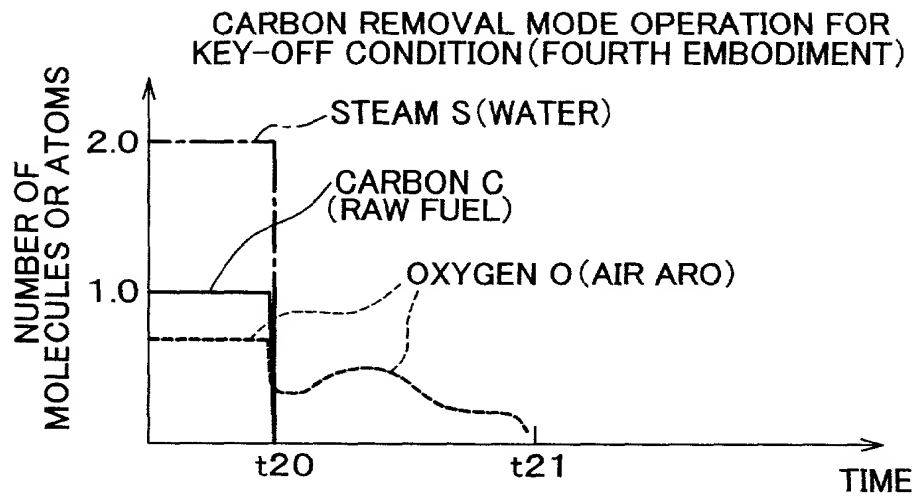
# FIG. 14B



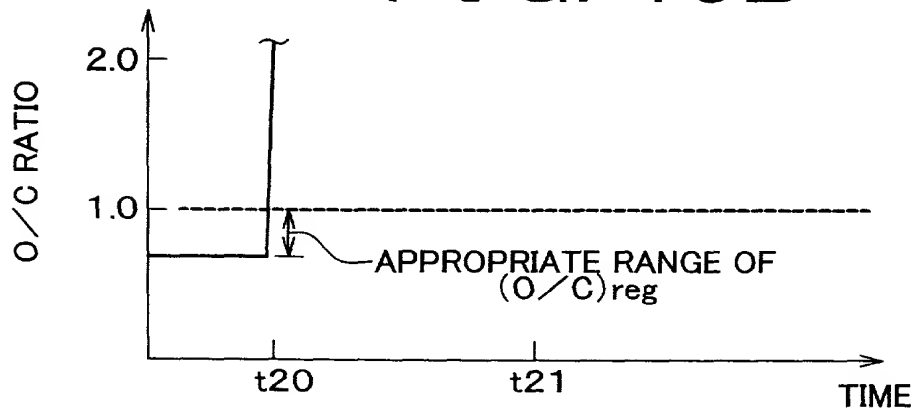
# FIG. 14C



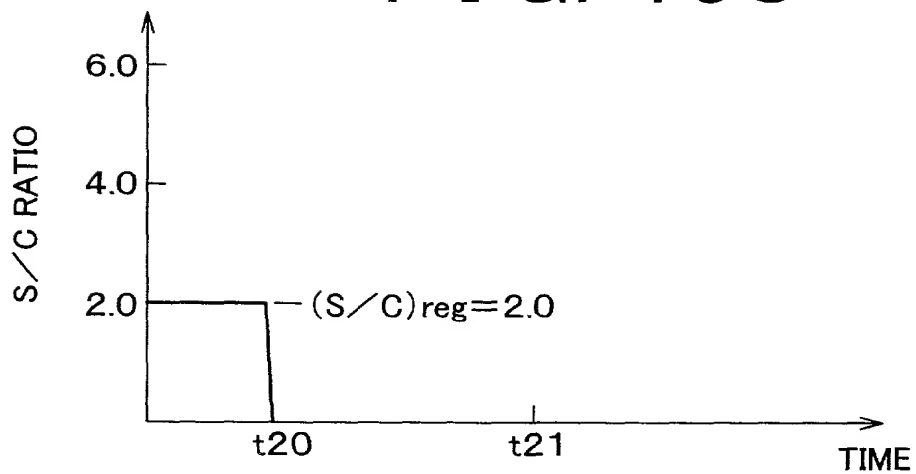
# FIG. 15A



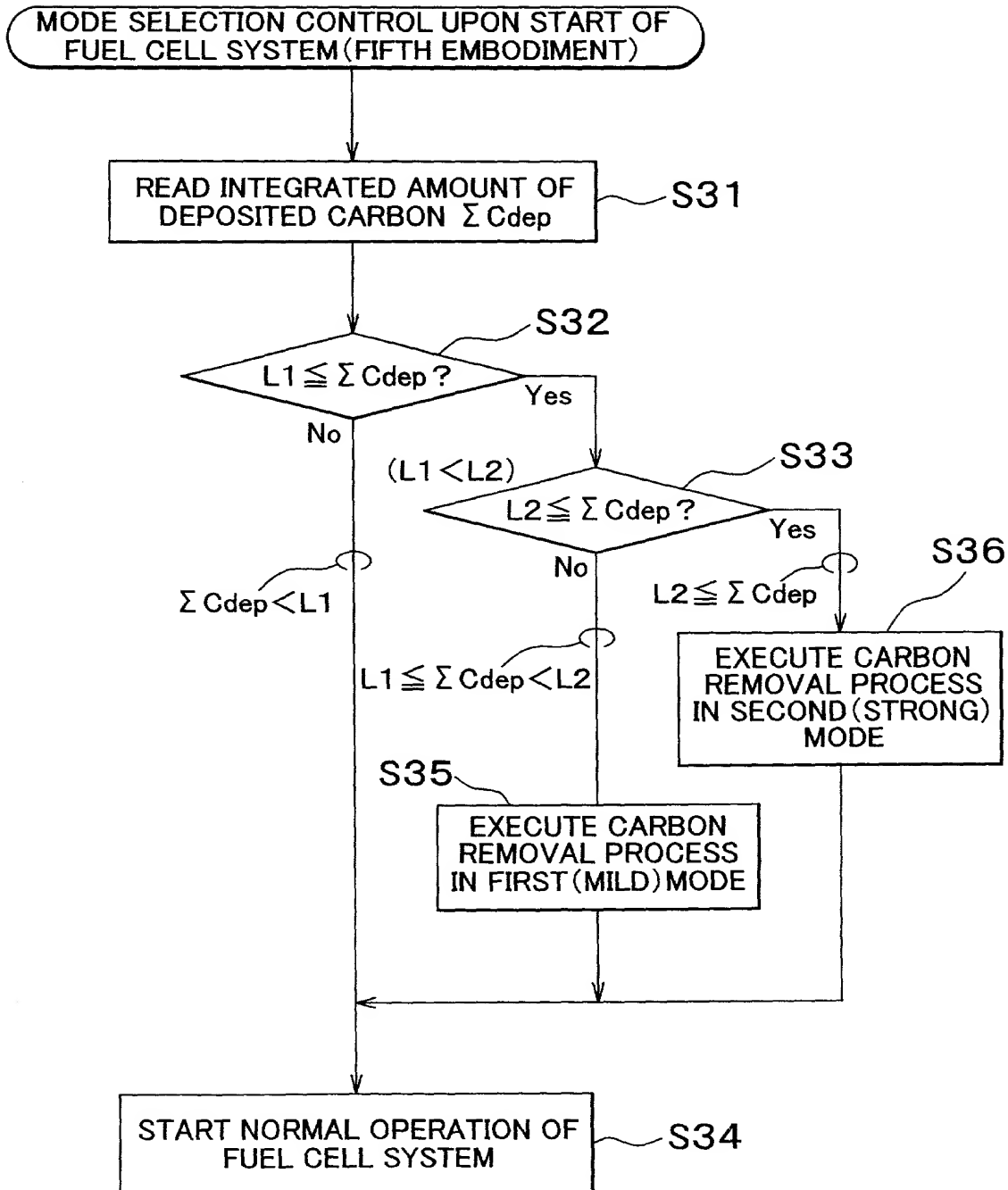
# FIG. 15B



# FIG. 15C

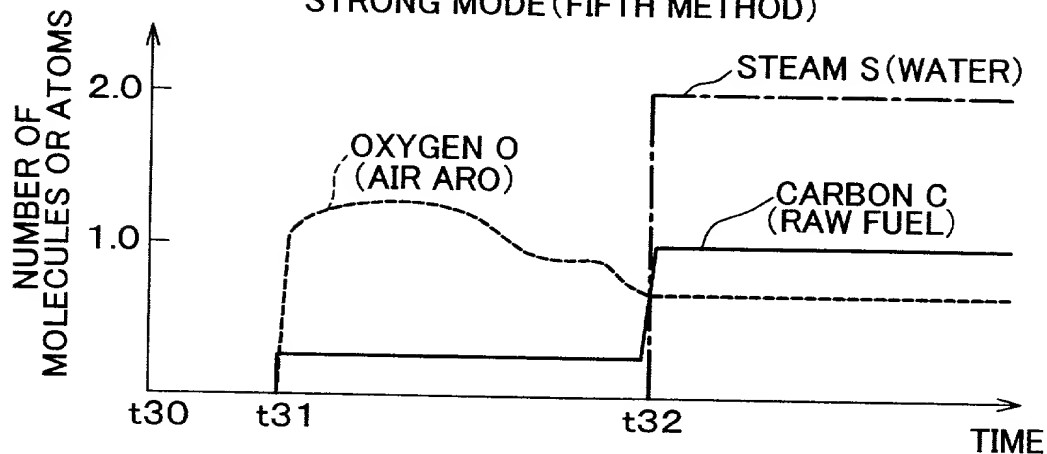


# FIG. 16

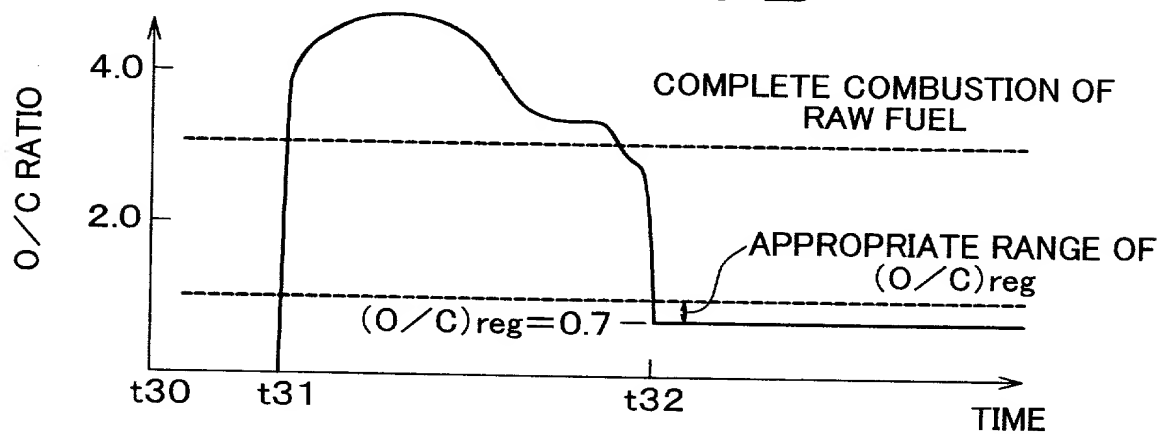


# FIG. 17A

CARBON REMOVAL PROCESS IN STRONG MODE (FIFTH METHOD)



# FIG. 17B



# FIG. 17C

$$\lambda = (O/C) \div 3.1$$

